

THE ROLE OF ECONOMIC AND SOCIAL GEOGRAPHICAL FACTORS IN THE FORMATION OF INDUSTRIAL TOWNS IN JIZZAKH REGION

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ABOUT ARTICLE

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Abstract: The article analyzes the issues of urban development in the Jizzakh region based on their industrialization. The main principles of industrialization of cities and the formation of industrial towns and the local factors affecting them are described in detail and studied from a geographical, economic, and social point of view. Jizzakh region is a relatively new region and has its own characteristics in the territorial location and demographic development of the population. The population is relatively small, and the population of the newly acquired territories is replenished due to migration. The city of Jizzakh is the only major point that is central to the formation and development of industry in the province. The rest of the towns are much smaller, and the development of industrial enterprises in them is carried out mainly by solving the problem of labor resources. This problem is related to the population's demographic development and standard of living. In the article, the development and peculiarities of the population, which is the main factor in the development of industrial areas in the regions of the region, are studied and conclusions are given. Also, the features of the transport system, which is the most important factor of industrial development, were evaluated.

JIZZAX VILOYATIDA SANOAT SHAHARCHALARINING SHAKLLANISHIDA IQTISODIY VA IJTIMOYIY GEOGRAFIK OMILLARNING AHAMIYATI

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MAQOLA HAQIDA

Kalit so'zlar: Sanoat, shaharlar, aholi, demografik rivojlanish, aholi tarkibi, migratsiya, transport.

Annotatsiya: Maqolada Jizzax viloyatida shaharsozlik masalalari ularni sanoatlashtirish asosida tahlil qilinadi. Shaharlarni sanoatlashtirish va sanoat shaharchalarini shakllantirishning asosiy tamoyillari hamda ularga ta'sir etuvchi mahalliy omillar batafsil bayon etilgan hamda geografik, iqtisodiy, ijtimoiy nuqtai nazardan o'rganilgan. Jizzax viloyati nisbatan yangi hudud bo'lib, aholining hududiy joylashuvi va demografik rivojlanishida o'ziga xos xususiyatlarga ega. Aholisi nisbatan kichik bo'lib, yangi o'zlashtirilgan hududlar aholisi migratsiya hisobiga to'ldirilmoqda. Jizzax shahri viloyat sanoatining shakllanishi va rivojlanishida markaziy o'rin tutadigan yagona yirik nuqtadir. Qolgan shaharlar ancha kichik bo'lib, ularda sanoat korxonalarini rivojlantirish asosan mehnat resurslari muammosini hal qilish orqali amalga oshiriladi. Bu muammo aholining demografik rivojlanishi va turmush darajasi bilan bog'liq. Maqolada viloyat hududlarida sanoat yo'nalishlarini rivojlantirishning asosiy omili bo'lgan aholi taraqqiyoti va o'ziga xos xususiyatlari o'rganilib, xulosalar berilgan. Shuningdek, sanoat rivojlanishining eng muhim omili hisoblangan transport tizimining xususiyatlari ham baholandi.

РОЛЬ ЭКОНОМИЧЕСКИХ И СОЦИАЛЬНО-ГЕОГРАФИЧЕСКИХ ФАКТОРОВ В ФОРМИРОВАНИИ ПРОМЫШЛЕННЫХ ГОРОДОВ ДЖИЗАКСКОЙ ОБЛАСТИ

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О СТАТЬЕ

Ключевые слова: Промышленность, города, население, демографическое

Аннотация: В статье анализируются вопросы развития городов Джизакской области на основе их индустриализации.

развитие, состав населения, миграция, транспорт.

Подробно описываются и исследуются с географической, экономической и социальной точек зрения основные принципы индустриализации городов и формирования промышленных городов и влияющие на них локальные факторы. Джизакская область является относительно новым регионом и имеет свои особенности в территориальном расположении и демографическом развитии населения. Население относительно невелико, а население новоприобретенных территорий пополняется за счет миграции. Город Джизак - единственный крупный пункт, играющий центральную роль в становлении и развитии промышленности области. Остальные города значительно меньше, и развитие промышленных предприятий в них осуществляется главным образом за счет решения проблемы трудовых ресурсов. Эта проблема связана с демографическим развитием и уровнем жизни населения. В статье изучено развитие и особенности населения, которое является основным фактором развития промышленных территорий в регионах области и даны выводы. Также были оценены особенности транспортной системы, которая является важнейшим фактором развития промышленности.

INTRODUCTION

The use of natural conditions and resources in the Jizzakh region has its own characteristics since ancient times. Recognizing that the territory of the province mainly has opportunities for the development of various directions of agriculture, it is also emphasized that it has important factors for the formation of industrial sectors. Factors of formation of industrial sectors on the basis of settlements of Jizzakh region and transformation of settlements into industrial nodes are as follows:

- ❖ Presence of large villages and towns in terms of population in mountain and sub-mountain districts of the province;
- ❖ Passage of national and international highways and highways in the territory of the province;
- ❖ Convenient formation of the transport system between the centers of desert districts and other settlements.

❖ The location of towns, which are the centers of desert districts, on major transport routes.

THE MAIN RESULTS AND FINDINGS

Of course, the development of industry in the region should be organized on the basis of local resources. At the same time, the organization of modern production does not require starting work relying only on local resources. In particular, the modern transport system can fully solve the problems of raw materials and energy. Consequently, there are opportunities to form industrial enterprises of various levels in any region.

At the same time, several works were carried out on the formation of industrial sectors of the Jizzakh region. In particular, the establishment of Jizzakh special industrial zone, a number of production enterprises planned in the region can be cited as an example. In order to carry out these works, first of all, it is appropriate to make a detailed assessment of the potential of the towns in the region to develop the industry. At the same time, the industrial production enterprises in the regions mainly specialize in the processing of agricultural products.

Information about the number of industrial enterprises and specialization of production in the districts of Jizzakh region

Table 1.

№	Districts	Industrial enterprises		Volume of industrial products billion soum for year of 2022.	Specialization of industry.
		Total number	The big ones		
1	Arnasay	19	1	25,5	Cotton cleaning, building materials, food
2	Bakhmal	47	0	29,0	Food, building materials, road construction materials.
3	Sh. Rashidov	377	0	49,6	Food, building materials, road construction materials.
4	Dustlik	54	3	163,9	Cotton cleaning, food, light industrial products.
5	Zamin	80	1	65,9	Cotton cleaning, housing and road construction materials.
6	Zarbdar	37	1	31,7	Cotton cleaning, food
7	Zafarabad	34	1	29,5	Cotton cleaning, building materials, food.
8	Mirzachul	47	0	9,7	Food, building materials.
9	Pakhtakor	47	1	93,0	Cotton cleaning, building materials, food
10	Farish	67	1	28,0	Mining, building materials, food.
11	Yangiabad	24	0	4,7	Building materials, food.
12	Gallalar	119	0	32,9	Building materials, food.

13	Jizzakh city	690	6	422,6	Chemistry, light industry, food, building materials, mechanical engineering, automotive industry.
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The table was prepared by the author based on the materials of the Jizzakh Region Statistics Department.

In addition to the information in the table, it can be said that most of the industrial enterprises in the districts are micro-enterprises, and their production volume is quite small. It should be said that large industrial enterprises are mainly located in the city of Jizzakh. Industrialization and development of the regional center is desirable, while regional development is important. Therefore, the formation of large and medium-sized industrial enterprises in district centers and settlements, and the development of strategies for the expansion of existing enterprises are important for the economic and social development of the region.

From the above considerations, it can be concluded that the transformation of certain settlements in the districts of Jizzakh region into small industrial towns mainly depends on the following economic and socio-geographical factors:

- Natural and mechanical movement of the population, territorial composition;
- Territorial formation of the transport system in the province.
- Settlements with the authority to locate industries in the region.

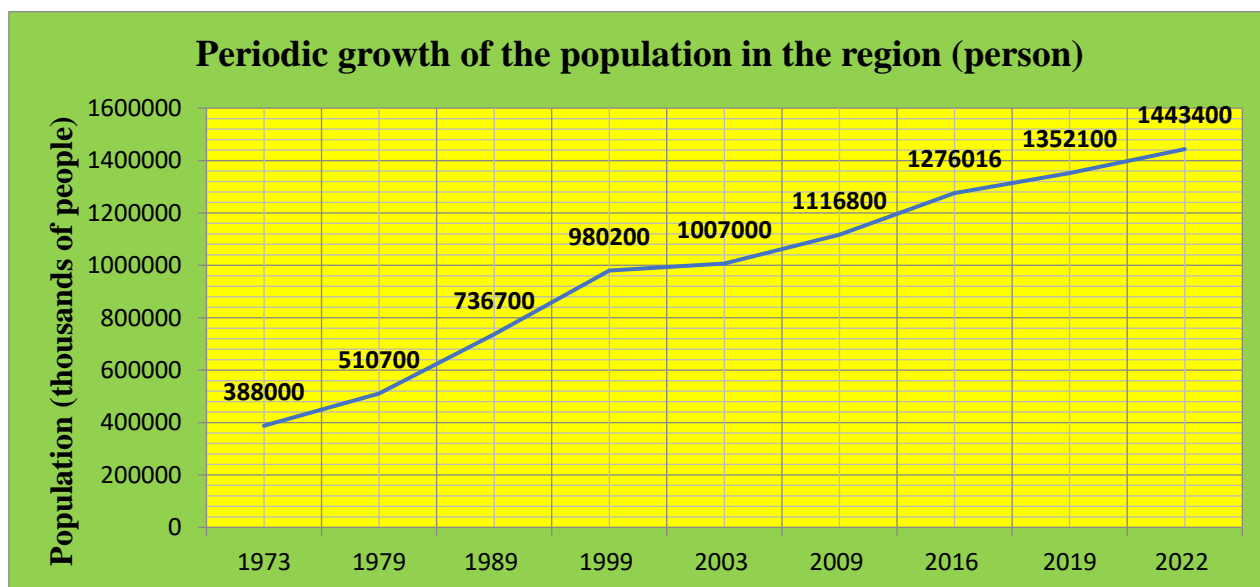
The most important factor in production is the labor resources that make up the production forces, therefore, the formation and sustainable development of industrial sectors in a certain area requires, first of all, the development of population settlement systems in the area and the effective use of natural and mechanical movement of the population. The territory of the province has regional differences in terms of population location, and these differences are related to the factor of natural conditions. The difference of regional districts on the basis of natural areas is reflected in the natural and mechanical movement of the population in them.

Based on the nature of the issue, it was considered appropriate to analyze the aspects of demographic development of the population of the region that affect the development of industrial sectors and production in general. In such an approach, it is appropriate to analyze the natural and mechanical movement of the population of the region in terms of quantitative changes, gender and age differences, and the potential of labor resources. In particular, the assessment of periodic changes in the development of the population will motivate to draw conclusions about the future development of production enterprises in the region.

The analysis of data on the development of the population during the years of independence uses the periodic grouping method.

When the growth of the population in the region is periodically analyzed, the comparison in certain years helps to create a clear picture. Below, the dynamics of the population growth between the periods of population censuses in the country, starting from the year of the establishment of the region, is shown. It is possible to see how much the population has increased in 53 years since 1979, when the first censuses were conducted in the history of the region.

The diagram 1.



The diagram was prepared by the author based on the materials of the Statistical Committee of Uzbekistan.

Population growth is also influenced by migration. In the last years of the former Soviet Union, the impact of migration on the population of Jizzakh region was very large. With the development of the desert, the need for labor resources caused a large migration of people from different parts of the former Union, as well as from the regions of the Fergana Valley of Uzbekistan. The population of the region grew mainly due to migration. But it was normal for a part of the emigrating population to return within a short period of time. Therefore, if we observe the demographic situation of the population in those years, there are no significant changes in the number of permanent residents. During the years of independence, population migration developed depending on economic and social changes in the republic.

Migration of population in Jizzakh region (person).

Table 2.

Years	The arrivals	The departed	Migration balance
2005	6,9	18,0	- 11,1
2006	6,7	12,2	-5,5
2007	6,8	10,6	-3,8
2008	4,0	4,0	0,0
2015	6,2	7,2	-1
2020	6,2	11,2	-5

The table was prepared by the author based on the materials of the Jizzakh Region Statistics Department.

As can be seen from the table, the balance of migration in the region is constantly negative. The negative balance of migration in the region is also explained by the fact that the majority of the population in the desert districts of the region consists of people who have migrated from other regions. At the same time, those from the regions of the Fergana Valley and Samarkand region, who were involved in the development of the desert during the former Union, are slowly returning to their places. Also, the migration of people of Kazakh nationality to the Republic of Kazakhstan, which occupies a significant place in the population of the region, continues.

Recognizing that the proportions of the territorial distribution of the population of the region affect the regional placement of production, it was found necessary to provide and analyze information on the distribution of the population of the region by districts. These data are also of a periodic nature and are of great importance in assessing the extent to which the population factor has grown as one of the opportunities for the development of production in the regions. The starting point is 1979, when the population census was carried out, and the share of the district population in the total population of the region is also indicated.

Territorial composition of the population of Jizzakh region.

Table 3.

Districts	1979		1989		2008		2022	
	Number of population . (thousand people)	In % of the population of the region	Number of population. (thousand people)	In % of the population of the region	Number of population. (thousand people)	In % of the population of the region	Number of population. (thousand people)	In % of the population of the region
Arnasay	15,0	2,9	29,6	4,0	38,1	3,5	47,3	3,2
Bakhmal	51,4	10,3	70,4	9,5	120,1	11,1	163,2	11,3
Gallaral	66,6	13,3	89,5	12,1	134,1	12,3	179,1	12,4
Sh. Rashidov	71,8	14,0	105,4	14,2	163,8	15,1	230,6	16,0
Dustlik	33,5	6,5	38,3	5,1	53,0	4,9	67,7	4,8
Zamin	70,1	13,7	121,9	16,5	134,3	12,4	171,3	11,9
Zarbdar	-	-	-		51,5	4,7	90,4	6,2
Zafarabad	16,1	3,1	28,3	3,8	41,5	3,8	53,5	3,7
Mirzachul	35,6	6,9	43,1	5,8	41,7	3,8	51,6	3,6
Pakhtakor	33,2	6,4	43,6	5,9	61,1	5,6	77,5	5,4
Farish	48,4	9,4	60,4	8,1	75,2	6,9	95,3	6,6
Yangiabad	-		-		23,5	2,1	29,0	2,0
Jizzakh city	69,5	13,5	107,3	14,5	143,6	13,2	186,9	13,0
Jizzakh region	511,7	100	738,0	100	1081,5	100	1443408	100

The table was prepared by the author based on the materials of the Jizzakh Region Statistics Department.

Regardless of the size of the development of production industries, it is necessary to pay attention to the gender and age structure of the population in the areas of the industry. Population

sex and age ratios are the main indicators of labor resources. The number of men in the gender structure of the population of the regional districts is somewhat higher, and this situation is connected with the tendency of the number of boys to be higher among those under working age. Nevertheless, if the formation of industrial enterprises in the districts is assumed to be specialized in the processing of local raw materials in many ways, then it is clear that the problem of providing employment according to the strata of the population will not arise.

The ratio of the population as a labor resource is one of the main criteria for the development of production in different regions, especially in the districts of Jizzakh region. The reason is that population migration in the regions of the region has a negative balance in most cases, therefore attracting the population to the regions is an urgent issue.

Formation of regional production, in particular enterprises of industrial sectors, depends on quantitative ratios of labor resources.

If we take into account the growth of the birth rate in the region, it is natural for the weight of children to be high. At the same time, the working age population is 56,7 percent. However, this does not lead to the conclusion that the region is well-supplied with people of working age and that there is enough labor in production. The reason is that there are concepts of employability and unemployment of the population. If it is recognized that the number of disabled people in the region is 1.1 per 1000 people, and the number of sick people is 47,518.8 per 100,000 people (2022), one can imagine how much the working population will decrease.

The state of use of labor resources has changed a little this year compared to last year. At this point, it is worth noting that the population employed in the economy in all districts, except for the city of Jizzakh, corresponds to agriculture. People who are engaged in business in district farms are also engaged in activities related to agriculture.

There is a significant difference between the number of working-age population and the number of employed people in the districts. This situation is explained by the fact that people of working age are unfit for work. Also, the problem of unemployment is one of the existing problems in rural districts. The problem of unemployment in the villages of the region is primarily explained by the lack of work suitable for the occupations of the population. Such jobs are constantly available in the districts, but the fact that such jobs are not stable, as well as the fact that people do not match the level of expertise, causes unemployment to remain constant. The main way to solve the problem of unemployment in rural areas is to develop social market infrastructures in rural areas, that is, to direct the population to private production, and to develop small and medium-sized businesses in rural areas. For this, it is necessary to raise the quality level of the population in the villages.

At the same time, it is possible to draw a conclusion about the possibilities of regional formation of production industries by comparing the potential of labor resources in the districts of the region.

Quantitative ratios of labor resources in districts of Jizzakh region (2021).

Table 4.

№	Districts	Total number of population (person)	From this	
			Economically active population total number, (thousand person)	Number of employed population (thousands of people)
1	Arnasay	46531	22.6	20.3
2	Bakhmal	159341	63.1	56.6
3	Gallaral	175009	75.9	68.2
4	Sh. Rashidov	226212	71.8	68.5
5	Dustlik	66539	89.4	80.5
6	Zamin	166932	37.6	33.8
7	Zarbdar	88159	21.9	19.6
8	Zafarabad	50495	31.8	28.5
9	Mirzachul	52657	33.4	29.9
10	Pakhtakor	75712	24.6	22.1
11	Farish	93820	41.2	36.8
12	Yangiabad	28593	12.6	11.3
13	Jizzakh city	180516	86.8	78.4
	Jizzakh region	1410516	612.6	550.7

The table was prepared by the author based on the materials of the Jizzakh Region Statistics Department.

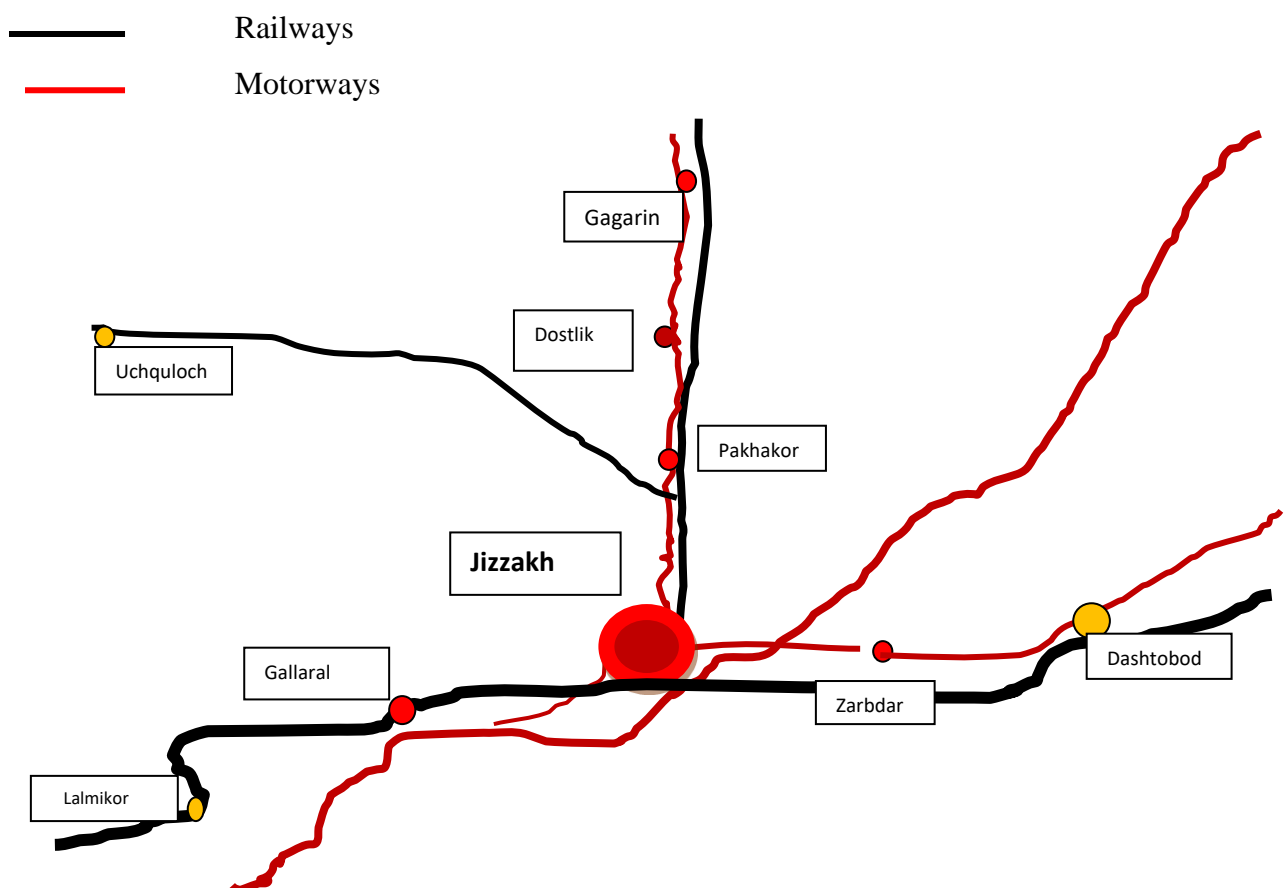
The transport system is also of great importance in the industrialization of rice fields in the regions and their transformation into industrial towns. The Tashkent-Termiz highway, known as the Big Uzbek tract, and the Tashkent-Samarkand railway highway, as well as regional internal routes, were located in the centers of regional districts even during the former Union. had a great influence on the development of many industrial enterprises.

The railways are part of the Tashkent-Termiz route and enter the region through Khavos district of Syrdarya region, Dashtabad belonging to Zamin district, United settlements of Zarbdar district to the city of Jizzakh, and then passing through Gallaral district to Samarkand region. It should be noted that this railway was built at the end of the 19th century, therefore it is one of the first railways in Uzbekistan. There are 5 main stops (stations) and a number of stops (razezds) on the railway line, and the stops (stations) were also established during the construction of the railway. The main stations are Dashtabad, Zarbdar, Jizzakh, Ghallorol, Lalmikor. Also, an internal railway line was built in the region, connecting the cities of Jizzakh, Pakhtakor, Dostlik, Gagarin, and reached Uchkuloch settlement of Forish district. At the moment, this road is used only for

transporting ore from the Uchkuloch mine. However, there are all possibilities for organizing freight and passenger transportation between the main cities through the internal railway of the region.

The railway is of great importance in the territorial organization of the regional production and in the settlement of the population. If it is recognized that the railway in the direction of Tashkent-Termiz was built between the areas where people have been living for a long time, it is said that the interconnection of such areas is further strengthened by means of the railway and is the basis for regional development. It is worth noting. First of all, the importance of settlements in the areas where the railway passed has increased. During the former union, the regions through which the railway passed were considered the main industrialized regions of the region. The city of Jizzakh took a central place in this, attracting labor resources from the districts of Zomin, Zarbdar, Gallaorol and at the same time influenced the formation of production enterprises in the mentioned districts. The same railway had a strong influence on the establishment of a brick factory in the city of Dashtabad, a grain elevator in the village of Zarbdar, and many production enterprises in the Gallaorol district. The construction of a railway line connecting the towns of Pakhtakor, Dostlik and Gagarin from Jizzakh facilitated the formation of cargo and passenger transportation services in these desert districts as well as the formation of enterprises producing products in the direction of certain branches of industry in the district centers.

Scheme of the main roads in the transport system of the Jizzakh region



The railway line is of great importance in the formation and development of settlements. In settlements located on the roadside, the possibility of developing service networks will increase, the population will increase, and at the same time, there will be an opportunity for the creation of new settlements. This is especially noticeable in plain areas. The railway lines passing through the territory of the region influenced the creation of many settlements. However, the lack of efficient use of railways can destroy the effect of this opportunity. In the territory of the region, the railway passes through the places where most of the population is located and the formation of settlements, therefore, it is convenient for the establishment of industrial enterprises in these settlements.

The parallel development of railways and roads in the transport system is one of the characteristics of the region. The Big Uzbek tract passes through the territory of the region on separate highways. Highways connecting the territory of the province with other regions are available in all districts, especially the Jizzakh-Yangier, Jizzakh-Samarkand routes. The importance of highways connecting from the city of Jizzakh to district centers, cities and other settlements varies. For example, the highway connecting the city of Jizzakh to the center of Farish district and settlements is also a transition road to the territory of Navoi region. The highway from Jizzakh to Ghallorol and Bakhmal districts directly connects with the Big Uzbek tract. Accordingly, the role of these roads is significant at the regional and even national level.

It is worth noting that from the city of Jizzakh, which is the center of the region, there is a connection by both means of transport to the industrialized and industrialized areas. This situation facilitates the development of various branches of industry in the region. It is necessary to pay special attention to the distance between the city and district centers and the regional center and the number of settlements formed along the transport system.

The distance from the district centers of Jizzakh region to the city of Jizzakh.

Table 5.

Districts	The area. (thousand square km ²)	The district centers	The distance to the Jizzakh city.
Arnasay	0,49	Goliblar	52 km
Bakhmal	1,86	Osmat	60 km
Dostlik	0,45	Dostlik	47 km
Gallaral	1,90	Gallaral	30 km
Sh. Rashidov	1,44	Uchtepa	8 km
Zamin	2,87	Zamin	57 km
Zarbdar	0,51	Zarbdar	27 km
Zafarabad	0,47	Zafarabad	34 km
Mirzachul	0,42	Gagarin	69 km
Pakhtakor	0,38	Pakhtakor	25 km
Farish	9,90	Yangikishlok	67 km
Yangiabad	0,41	Balandchakir	90 km

The table was prepared by the author based on the materials of the Jizzakh Region Statistics Department.

Districts of Jizzakh region are divided into mountain and desert regions according to their territorial geographical aspects. This situation affects the use of the transport system and its organization. It can be seen that the districts farthest from the regional center belong to the mountainous regions, while the means of transport to them are different. For example, reaching the centers of Yangiabad and Bakhmal districts takes more time than reaching the centers of Zomin and Forish districts, the roads are related to the relief features of the areas passed. Settlements located close to the transport system can serve as points of economic and social development. For this, it is necessary to analyze the economic and social opportunities of such settlements, which depend on the natural geographical conditions. Such opportunities are fully manifested in plain regions, of course, taking into account the population. Considering that the population density in the desert districts of Jizzakh region is quite low, it is emphasized that it is necessary to organize the provision of labor resources in the region. The use of resources and opportunities in mountain districts is complicated by a number of natural factors, in particular, the structure of the earth's surface and floods caused by seasonal precipitation.

The main directions of the transport system of Jizzakh region and settlements with related development opportunities.

Transport routes Settlements	Jizzakh-Khovos	Jizzakh-Samarkand	Jizzakh-Farish	Jizzakh-Mirzachul	The Big Uzbek tract
Cities	Dashtabad	Gallalar		Pakhtakor, Dustlik, Gagarin	
Towns	Zarbdar, Buston, Yangi Buston.	Koytash, Marjanbulak, Lalmikar	Bogdon, Uchku-loch	Uchtepa, Navroz, Mevazor, Mirzadala	
Villages	Yangikishlok, Khamzaobod, Sutbulok, Oltinsoy, Boymokli, Urgutobod, Beshyuz, Okchangal	Korasoy, Bakhmalsoy, Kokgumbaz, Zargar, Kangli, Kizilkorgon, Molabulok, Gallakor, Saroy	Kuyovbo-shi, Yangiobod, Mekhnatobod, Koratosh, Anamuna Osmonsoy, Yarashuv, Tutak	Kakhramon, Chamanzor, Guliston, Gulbakhor, Paxtachi, Okbulok	Pakhtachi, Yoyilma, Saykhon
Individual points	3,6,9,10 th sidings			Timiryazev, Chimkorgon	Manas, Navroz

There are many settlements in Jizzakh region that are located directly near the transport system and there are opportunities for industrialization depending on the development of the

transport system, and it is possible to study them and draw conclusions related to these opportunities. First of all, it is desirable to determine the regional routes in the regional transport system. It should be carried out on the basis of routes that start from the center of the region and connect to other regions. The possibilities of industrialization of the transport routes and the settlements located around them differ from a regional point of view. Harmonious development of industry in settlements with the transport system depends on several factors. These are

- Availability of transport routes;
- Proximity of the road to major highways and central areas;
- Sufficiency of labor resources according to demographic development of settlements;
- Sufficient supply of natural resources.

CONCLUSION

In the development of the regional industry, it is recommended to be connected to highways, and at the same time, not to be located too close to them. Only service streets can be formed near Serkatnov roads, and proximity to large settlements is required for other branches of production. The opportunities for the development of the industry in various branches of the transport system in the region are particularly high in the Jizzakh-Mirzachol and Jizzakh-Khovos directions. At the same time, these areas are considered agricultural, especially cotton-growing districts, but the remote proximity between settlements and consistent connections with highways facilitate the formation of various industries. In addition, it can be said that other areas of the region are distinguished by the wealth of recreational opportunities, therefore, the formation of non-production industries in these areas is economically and socially appropriate.

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